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## CONSTRUCTION AND OPERATION OF LOCAL RAILWAY NETWORKS IN GALICIA BEFORE WORLD WAR I

**Abstract. The Purpose of the Research.** In Galicia local railways of contributed to all local socio-economic goals, including passenger transportation. However, the issue of historical reconstruction of a holistic picture of the railways development, and the volumes of passenger and freight transportation, and infrastructure on the basis of new data remain unresolved. Therefore, the purpose of the article is a comprehensive study of the local railways network from the beginning of their construction to World War I. **The Research Methodology.** In the article, the following methods have been applied: the method of periodization, the historical genetic method (for a sequential disclosing the scope and features of construction, railways operation and staffing), the comparative historical method (to compare the development of local railways in different crown lands and voivodeships during different periods), the elements of the historical systemic method for the analysis of the territorial structure and functions, internal and external railway connections of regional importance in Galicia. **The scientific novelty** of

the article consists in the complex analysis of railways in Galicia as an administrative territorial unit of the Austro-Hungarian Monarchy.

**The Conclusions.** The construction of local railways became possible with the assistance of enterprises that built the first main railway arteries in Galicia. At the end of 1890, there were 41 km of such access lines in Galicia, including: 13.3 km on the C. K. Privileged North Railway of the Emperor Ferdinand; 6.5 km on state railways; the 23.8 km long line Tlumach – Palahychi; 3.9 km along private railways. By the end of 1890, there were 892.5 km of local railways. Railways were built at the expense of local budgets or private investments under the guarantee of the Diet of Galicia and Lodomeria. During the period of 1896 – 1912, 940.835 km of railways were built with a total cost of 95 million Kr. At the beginning of the 20th century, more than 37.3 thousand trains operated on 15 private local railway lines with a total length of 811 km. In 1902, they transported almost 1,750 thousand passengers and over 138,000 tons of freight. In Bukovyna, at the beginning of the 20th century, there were 16 railway lines with a total length of over 520 km. In terms of the length of local railways, Galicia ranked second among the 14 crown regions of Austria, although in terms of density per 100,000 people, it occupied only the 12th place.

**Key words:** local railway, narrow-gauge railway, the Diet of Galicia and Lodomeria, railway section.

## СПОРУДЖЕННЯ ТА ФУНКЦІОНУВАННЯ ЛОКАЛЬНИХ ЗАЛІЗНИЧНИХ МЕРЕЖ У ГАЛИЧИНІ ДО ПЕРШОЇ СВІТОВОЇ ВІЙНИ

**Анотація. Мета дослідження.** Локальні залізниці Галичини вирішували всі місцеві соціально-економічні завдання, здійснюючи з-поміж іншого, пасажирські перевезення. Однак нерозв'язаною залишається проблема історії цілісної картини розвитку залізниць, масштабів перевезень, інфраструктури на основі отриманих нових даних. Тому метою статті є комплексне дослідження мережі локальних залізниць – від започаткування до Першої світової війни. **Методологія дослідження.** У статті використано такі методи: періодизації, історико-генетичний – для послідовного розкриття обсягів і особливостей будівництва, експлуатації та кадрового забезпечення функціонування залізниць, порівняльно-історичний – для порівняння розвитку локальних залізниць у окремих коронних краях та воєводствах її у різні періоди, елементи історико-системного методу – для аналізу територіальної структури і функцій, внутрішніх і зовнішніх зв'язків залізничного транспорту Галичини регіонального значення. **Наукова новизна** полягає у комплексному аналізі залізниць Галичини як адміністративно-територіального утворення Австро-Угорської монархії. **Висновки.** Зародження локальних залізниць стало можливим за сприяння підприємств, що будували перші головні артерії у Галичині. На кінець 1890 р. у Галичині було 41 км локальних залізниць, у т. ч.: 13,3 км на “Північній залізниці цесаря Фердинанда”; 6,5 км – доїзди на державних колях; 23,8 км – лінія Тлумач – Палагичі; 3,9 – вздовж приватних залізниць. До кінця 1890 р. у Галичині загалом нараховувалося 892,5 км локальних залізниць. Вони будувалися за рахунок місцевих бюджетів або приватним капіталом під гарантії крайового уряду. У такий спосіб впродовж 1896 – 1912 рр. збудовано 940,835 км залізниць загальною вартістю 95,5 млн. корон. На початку ХХ ст. 15 приватними локальними залізницями (811 км) курсувало понад 37,3 тис. потягів, що перевезли 1902 р. майже 1750 тис. пасажирів та понад 138 тис. т вантажів. На Буковині на початку ХХ ст. діяло 16 залізничних гілок завдовжки понад 520 км. За протяжністю локальних залізниць Галичина займала друге місце серед 14 коронних країв Австрії, хоча за щільністю на 100 тис. мешканців – лише дванадцятье.

**Ключові слова:** локальна залізниця, вузькоколіяка, крайовий уряд, відтинок.

**The Problem Statement.** The priority goal of major railways was to create main international transport arteries for passenger and freight transportation to ensure strategic interests of the state. With the development of railway construction, there was a need to create railways, which would also meet the needs of local authorities, primarily at creating opportunities for export of industrial goods, handicrafts, forest resources, etc.

The construction of such railways could make it possible to activate and increase industrial and agricultural production, attract internal and external investments, taking into account the

needs of local communities. The first local railways were built with significant problems and efforts caused not only by difficulties at attracting investments in the construction itself, but also by the impossibility of setting high tariffs. That impossibility led to reduction of operation efficiency and profitability.

In Galicia, both the government and people finally came to the conclusion on the necessity to build a developed network of local railway lines, which should only bring economic profits and contribute to the prosperity of the region. One of the most important legislative acts in terms of development of railways was the resolution of the Diet of Galicia and Lodomeria of July 23, 1880. According to this resolution, the government: 1) exempted construction companies from paying provincial, powiat and gmina taxes, provided that they would have such privilege at the level of the state fiscal service; 2) committed to pay 1,000,000 Fl for the purchase of land for the construction of railway tracks; 3) committed to pay 100,000 Fl for the reconstruction of access roads to places of the track construction; 4) committed to build access roads to railway stations and stations.

**The Review of Sources and Recent Researches.** Different issues of establishment, development, and economic features of railways in pre-war Galicia have been studied by a small number of scholars and professionals. There should be a chief focus on the studies by K. Prochaska (1898), E. A. Ziffer (1908), S. Kornman (1911), V. Röhl (1915), J. Skwarczyński (1926), S. Szuro (1997), J. Kurowska-Chiechańska and A. Chiechański (2008), Yu. Tomin, Yu. Romanyshyn, R. Korytko, I. Parashchak (2011). However, their researches were mostly focused on the study of trunk railways. Some authors focused on the study of local railways built for industrial development of the region. Local railways were studied in detail by Volodymyr Klapchuk, Ihar Makaruk, Mychailo Klapchuk (Klapchuk 2007; Klapchuk, 2016; Klapchuk, Makaruk & Klapchuk, 2021), Lesia Polyova, Liliya Loyak, Iryna Mendela (Klapchuk, Polyova, Loyak & Mendela, 2022). Factual material was published in the periodicals “Konzessionsurkunde im Reichsgesetzblatt” (1895, 1907, 1909, 1911), “Reichsgesetzblatt” (1886; 1911), “Halychany” (1894 – 1898), “Kuryer Drohobycki” (1896) and others.

Detailed information on railways economic operations can be found in the “Podręcznik Statystyki Galicyi” edited by Tadeusz Pilat (1901, 1904, 1908, 1913).

**The Purpose of the Research.** The construction of local railways was carried out by companies that built trunk railways in Galicia. By the end of 1890, there were 892.5 km of local railways. During the period of 1896 – 1912, more than 940 km of railways were built at the expense of local budgets or private investments under the guarantee of the Diet of Galicia and Lodomeria. In Bukovyna, at the beginning of the 20th century, there were 16 railway lines with a total length of over 520 km.

Local railways of Galicia contributed to all local socio-economic goals, including passenger transportation. However, the issue of historical reconstruction of a holistic picture of the development of railways, the volumes of passenger and freight transportation, and infrastructure on the basis of new data remains unresolved. Therefore, the **purpose** of the article is a comprehensive study of the network of local railways from the beginning of their construction to World War I.

In the study of local railways in Galicia, we have applied the following methods: the method of periodization, the historical genetic method (for a sequential disclosing the scope and features of construction, operation and staffing of railways), the comparative historical method (to compare the development of local railways in different crown lands and voivodships during different periods). In addition, we have applied elements of the historical

systemic method (which is considered one of the main methods of historical research of industry and transport) for the analysis of the territorial structure and functions, internal and external railway connections of regional importance in Galicia.

**The scientific novelty** of the research consists in the complex analysis of railways of certain administrative territorial units of Austria and the Second Polish Republic. For the first time, a comprehensive study of establishing and developing local railways in Galicia has been introduced into a scientific use. In addition, the paper provides a significant amount of newly discovered statistical information.

**The Results of the Research.** The construction of local railways became possible with the support of companies that built the first trunk railways in Galicia. At the initiative of the Galician Railway of Archduke Charles Louis, the first local lines were built from Jarosław to Sokal and from Dębica to Rozwadów with a branch to Nadbrzeże. At the initiative of the Lviv – Chernivtsi – Iași Railway, the lines from Lviv through Rava-Ruska to Belzec were built (Wierzbicki, 1907, pp. 58–60).

Local lines also included the lines from Bielsk to Kalwaria, owned by the C. K. Privileged North Railway of the Emperor Ferdinand, and Jasło – Rzeszów, which was built at the expense of the state treasury. The lines operated in accordance with the norms provided for the operation of main railways. Therefore, we haven't included them in the list of local railways. The same type of local railways also comprised access lines, i.e. branches from main railways to privately owned industrial facilities. At the end of 1890, there were 41 km of such access lines in Galicia, including: 13.3 km on the C. K. Privileged North Railway of the Emperor Ferdinand; 6.5 km on state railways; the 23.8 km long line Tlumach – Palahychi; 3.9 km along private railways (Wierzbicki, 1907, pp. 70–71).

Since 1890, the government of Galicia pursued a purposeful policy regarding construction of local railways. On the basis of the law of August 23, 1893, the Regional Department of Railways was established. It was decided that the Diet of Galicia and Lodomeria would finance the construction of railways, provided that 1/3 of the total cost would be contributed by the state treasury and local budgets. The government provided guarantees of net profit to ten companies, and gave subventions to six companies. To support the construction, the "Krajowy Fundusz kolejowy" was created. Starting from 1894, it was given 600,000 Kr of annual subsidies. In 1908, the amount of subsidies was increased to 900,000 Kr.

By the end of 1890, there were 892.5 km of local railways with the construction cost of 1,328,341 Fl. The operation of the lines led to the following results (Wierzbicki, 1907, pp. 69–70): 329,028 km of passenger transportation and 126,093 km of freight transportation were carried out; cargo turnover amounted to 71,853.9 thousand gross ton-km; 324,323 passengers were transported (with the exception of the line Dolyna – Vyhoda); 845 people were transported by 1 km of railways.

In addition, the study of the sites for construction of other 15 lines was carried out: Gorlice – Konieczna (the length – 44 km, a preliminary cost – 1.9 million Zł); Jasło – Żmigród – Konieczna (56 km, 2.88 million Zł); Przybówka – Dukla (34 km, 1.5 million Zł); Przeworsk – Dynów (44 km, 2 million Zł); Rzeszów – Dynów – Rymanów (99 km, 2 million Zł); Chortkiv – Zalishchyky (54 km). As of 1898, the length and preliminary cost of 9 lines were not determined: Tymbark (Dobra) – Swoszowice – Wieliczka (or Kraków); Tarnów – Pilzno – Bzostek – Jasło – Bardów; Lviv – Vynnyky; Boryslav – Stebnyk – Skhidnytsia; Przeworsk – Bachóz; Rozwadów – Leżajsk – Jarosław; Yaniv – Yavoriv; Ustrzyki Dolne – the Hungarian border; Stryi – Khodoriv (Wierzbicki, 1907, p. 52).

During the period of 1883 – 1901, the network of local railways in the region grew 12 times (from 8.5 to 963.1 km) (Table 1). As a percentage of Austria, it was 1.38% in 1883, and 15.56% in 1901. The overall growth was 1,100%. Owing to the given fact, the density of local railways per 100,000 people increased from 0.143 to 13.164 km. As a percentage of the region's area, the density of railways increased from 0.11 to 12.27 m/km<sup>2</sup>. There was one kilometer of railway track per more than 9,200 km<sup>2</sup> in 1883, and 81.5 km<sup>2</sup> in 1901.

Table 1

**Local railways of Galicia (1883 – 1901) (Podręcznik Statystyki Galicyi, 1901, p. 210)**

Year	Length, km	Density				
		1 km/km <sup>2</sup>	m/km <sup>2</sup>	people /1 km	km/100,000 people	% of Austria
1883	8.521	9212.18	0.11	699,320	0.143	1.38
1884	164.811	507.05	1.97	38,491	2.598	17.12
1885	154.811	507.05	1.97	38,491	2.598	14.48
1886	187.333	419.02	2.39	31,809	3.144	13.74
1887	383.200	204.85	4.88	15,550	6.431	22.46
1888	440.462	178.21	5.61	13,529	7.392	20.35
1889	440.462	178.21	5.61	13,529	7.392	18.39
1890	440.462	178.21	5.61	15,002	6.666	17.79
1891	439.692	178.53	5.60	15,028	6.654	15.89
1892	439.026	178.80	5.59	15,051	6.644	15.27
1893	439.026	178.80	5.59	15,051	6.644	14.16
1894	439.026	178.80	5.59	15,051	6.644	13.06
1895	456.537	171.94	5.82	14,474	6.909	13.11
1896	535.052	146.71	6.82	12,350	8.097	14.27
1897	567.805	138.25	7.23	11,637	8.593	13.63
1898	716.019	109.63	9.12	9,229	10.835	14.37
1899	936.737	83.79	11.93	7,054	14.176	16.80
1900	962.627	81.54	12.76	6,864	14.568	16.15
1901	963.100	81.50	12.27	7,596	13.164	15.56

In terms of the length of local railways, Galicia ranked second among the 14 crown regions of Austria (Table 2), although in terms of density per 100,000 people, it was only in 12th place. There was one kilometer of railway track per 7,054 people.

Private local lines played an important role in the economy of Galicia. At the beginning of the 20th century, they transported a significant number of passengers and freight (Table 3). At the beginning of the 20th century, more than 37.3 thousand trains operated on 15 private local lines, which were 811 km long with a total estimated cost of construction of 72,352 thousand Kr (the cost of construction of 1 km was 85.3 thousand Kr on average). In 1902, they transported almost 1,750 thousand passengers and over 138,000 tons of freight. It should be noted that these local lines were of industrial significance being connected with places of resource mining and processing. The railways revenue was over 1.43 million Kr, of which a third went to the line Lviv – Belzec, and a quarter to the line Deliatyn – Kolomyia – Stefanivka. Thus, one kilometer of railway yielded revenue of 1,766 Kr.

Table 2

**Local railways of Galicia compared with other Austrian districts, 1899**  
(*Podręcznik Statystyki Galicyi, 1901, p. 237*)

District of Austria	Length, km	Density				
		km/km <sup>2</sup>	m/km <sup>2</sup>	people /1 km	km/100,000 people	% of Austria
Galicia	936.737	83.79	11.93	7,054	14.176	16.80
Lower Austria	456.189	43.45	23.01	5,835	17.138	8.18
Upper Austria	281.778	42.53	23.51	2,788	35.857	5.06
Salzburg	175.534	40.74	24.54	988	101.166	3.15
Styria	324.382	69.13	14.46	3,954	25.288	5.82
Carinthia	59.537	173.46	5.76	6,063	16.492	1.07
Carniola	167.187	59.55	16.79	2,984	33.507	3.00
Vorarlberg	19.332	412.06	2.43	35,971	2.780	0.35
Tyrol	118.657	246.83	4.05	7,827	12.777	2.13
Czechia	1,641.715	31.64	31.59	3,559	28.096	29.45
Moravia	844.764	26.39	38.01	2,695	37.102	15.15
Silesia	208.217	24.72	40.46	2,909	34.379	3.74
Bukovyna	340.219	30.72	32.55	1,900	52.617	6.10
Austria	5,574.248	53.82	18.57	4,287	23.33	<b>100</b>

Table 3

**Passenger and freight transportation by private railways of Galicia, 1902**  
(*Kornman S., 1911, p. 50*)

Local railway lines	Length, km	Cost of construction, Kr		Number of passengers	Weight of freight, q	Revenue, Kr ( <i>Podręcznik Statystyki Galicyi, 1908, p. 239</i> )
		total cost	cost of 1 km			
Borki Wielkie – Hrymailiv	33.025	1,812,883	54,894	55,518	37,232	56,808
Chabówka – Zakopane with the branch Nowy Targ – Sucha Góra	64.350	7,464,293	115,995	251,439	60,204	156,428
Deliatyn – Kolomyia – Stefanivka	112.622	9,056,042	80,411	164,368	98,743	303,129
Dolyna – Vyhoda	8.531	1,196,274	110,227	13,672	46,668	42,990
Kolomyia local railway	32.150	2,034,911	61,643	5,259	61,214	16,224
Kraków – Koćmierzów with the branch Czyżyny – Mogiła	18.910	2,308,633	105,258	89,373	78,659	67,824
Lviv – Belzec	88.420	8,227,968	92,229	468,846	121,053	455,646
Lviv – Yavoriv	48.735	3,323,916	68,204	131,424	36,834	71,792
Piła – Jaworzno-town	25.835	2,128,344	82,382	17,515	338,083	115,503

Continuation of the table 3

Local railway lines	Length, km	Cost of construction, Kr		Number of passengers	Weight of freight, q	Revenue, Kr (Podręcznik Statystyki Galicyi, 1908, p. 239)
		total cost	cost of 1 km			
Ternopil – Zbarazh	22.478	2,249,845	100,069	20,290	5,328	6,600
Tarnów – Szczucin	48.636	0	0	3,574	820	22,523
Tlumach – Palahychi – Tlumach-town	6.379	55,090	8,636	0	0	–
Trzebinia – Skawce	59.263	668,8337	112,859	46,241	435,441	450,889
Eastern Galician local railway	195.541	21,577,161	110,346	418,693	30,134	854,800
Przeworsk – Bachóz (Dynów) (narrow-gauge railway)	46.248	4,228,765	91,437	62,321	30,134	127,170
Galicia	811.123	72,352,462	1,194,590	1,748,533	1,380,547	1,432,859

Railways were built at the expense of local budgets or private investments under the guarantee of the Diet of Galicia and Lodomeria. During the period of 1896 – 1912, 940.835 km of railways with a total cost of construction of 95,466,300 Kr were built (Table 4). The regional government provided 27,902 thousand Kr under regional budget guarantees, and 5,566 thousand Kr in cash in exchange for shares; the Austrian government provided 37,130,000 Kr under state budget guarantees, and 13,570,000 Kr in cash in exchange for shares; local governments provided 11,297.9 thousand Kr in cash in exchange for shares. In addition, the Diet of Galicia and Lodomeria provided 2.5 million Kr for construction of the sections Khodoriv – Pidwysokie and Przeworsk – Rozwadów (Skwarczyński, 1926).

At the beginning of the 20th century, there were 16 railway lines with a total length of over 520 km in Bukovyna: Nepolokivtsi – Vyzhnytsia (45 km), Nepolokivtsi – Sniatyn (11 km), Chernivtsi – Zalishchyky (49 km), Chernivtsi – Novoselytsia (36 km), Hlyboka – Berehomet (53 km), Stebnyk – Lopushna (17 km), Karapchiv – Chudyn (19 km), Hlyboka – Siret (19 km), Hadikfalva – Brodina (51 km), Hatna – Dorna Vatra (128 km), Karlsberg – Putna (6 km), Chudyn – Koschuya (25 km), Vama – Rușii Moldovița (23 km), Pojorâta – Fundu Moldovei (8 km), Ițcani Suceava (7 km), Vereshchanka – Okna (26 km) (Kormman, 1911, p. 52).

During 10 years (1902 – 1911), there was a significant increase in freight and passenger turnover by private local railways owing to the expansion of their network to 950 km (by 17%) and innovations (mainly due to modernization of rolling stock). The passenger transportation increased by 40% (from 1,750 to 2,442 thousand people), and the freight transportation increased by 68% (from 138 to 232 thousand tons) (Table 5). During that period of time, the revenue increased by 258% to almost 3.7 million Kr. One kilometer of railway yielded revenue of 3,893 Kr. In 1911, annual revenue of private local railways was only 3.55% of the total cost of their construction. During 10 years, the cost of private local railways increased by 44.1% (from 72.3 to 104.2 million Kr), and the cost of construction of 1 km increased by 44.9% (from 1,194.6 to 1,731.4 million Kr). Thus, it can be argued that the revenue growth was twice the cost of construction. The Eastern Galician local railway was the most efficient, as it yielded 23% of revenue. The revenue percentage of the line Lviv – Pidhaisi was a bit smaller (19%).

Table 4

## Local railways of Galicia (Skwarczyński J., 1926)

Opening date	Route	Length, km
20.10.1896 –15.01.1898	Eastern Galician local railway	195.541
20.08.1898 (according to other sources – 12.08.1897)	Borki Wielkie – Hrymailiv	33.025
22.01.1898	Łupków – Cisna (narrow-gauge railway)	24.174
14.02.1898	Kraków – Koćmierzów	18.910
15.08.1899	Siersza – Trzebinia – Skawce	59.263
18.10.1899	Deliatyn – Kolomyia – Stefanivka	112.662
25.10.1899, 01.07.1904	Chabówka – Zakopane with the branch Nowy Targ – Sucha Góra	65.131
27.10.1900	Pila – Jaworzno	25.831
14.11.1903	Lviv – Yavoriv	48.735
08.09.1904	Przeworsk – Dynów (narrow-gauge railway)	46.248
25.02.1906	Ternopil – Zbarazh	22.478
15.10.1906	Tarnów – Szczucin	48.636
29.09.1909	Lviv – Pidhaitsi	131.132
18.10.1909	Lviv – Stoyaniv	86.995
25.05.1911	Muszyna – Krynica	10.026
01.06.1912	Drohobych – Truskavets	12.048
<b>Total:</b>		940.835

Table 5

## Passenger and freight transportation by private railways of Galicia in 1911 (Podręcznik Statystyki Galicyi, 1908, p. 239; Podręcznik Statystyki Galicyi, 1913, pp. 252–253)

Local railway lines	Length, km	Cost of construction, Kr		Number of passengers	Weight of freight, q	Revenue, Kr
		total cost	cost of 1 km			
Borki Wielkie – Hrymailiv	33.025	1,912,883	57,922	59,686	42,660	63,347
Chabówka – Zakopane with the branch Nowy Targ – Sucha Góra	64.350	7,700,000	119,658	290,525	116,472	241,032
Deliatyn – Kolomyia – Stefanivka	112.622	9,184,000	81,547	209,670	120,578	259,645
Dolyna – Vyhoda	8.531	1,300,000	152,385	14,703	40,641	25,759
Kolomyia local railway	32.150	2,320,000	72,162	17,582	79,860	66,481



Continuation of the table 3

Local railway lines	Length, km	Cost of construction, Kr		Number of passengers	Weight of freight, q	Revenue, Kr
		total cost	cost of 1 km			
Kraków – Koćmierzów with the branch Czyżyny – Mogiła	18.910	2,340,000	123,744	136,175	146,012	78,017
Krynica – Muszyna	11.096	1,400,000	126,171	43,024	6,151	16,223
Lviv – Yavoriv	48.735	3,482,400	71,456	173,119	39,542	71,760
Lviv – Pidhaitsi	131.132	21,180,000	161,517	395,524	99,719	712,545
Lviv – Stoyaniv	85.150	11,308,700	132,809	181,965	81,445	415,403
Piła – Jaworzno	26.304	2,449,000	93,104	43,142	458,120	181,988
Przeworsk – Dynów (narrow-gauge railway)	46.248	4,448,400	96,186	91,677	49,559	127,239
Ternopil – Zbarazh	22.478	2,684,792	119,441	68,969	22,534	76,761
Tarnów – Szczucin	48.636	3,406,372	70,038	171,308	46,776	98,949
Tlumach – Palahychi – Tlumach-town	6.075	145,000	23,868	56,739	18,859	14,476
Trzebinia – Skawce	59.263	6,928,800	116,916	80,092	682,721	399,520
Eastern Galician local railway	195.541	22,000,000	112,508	408,901	271,372	850,400
Galicia	950.246	104,190,347	1,731,432	2,442,801	2,323,021	3,699,545

Thus, on the eve of World War I, there were 2,942.168 km of state railways in Galicia. 281.0 km of state railways were owned by the C. K. Privileged North Railway of the Emperor Ferdinand, 977.672 km – by the State Railway Directorate of Kraków, 1,152.035 km – by the State Railway Directorate of Lviv, 531.461 km – by the State Railway Directorate of Stanisław. The operation of 1,313.611 km of private railways was controlled by the Kraków (228.559 km), Lviv (491.391 km) and Stanisław (596.661 km) State Railway Directorates, respectively. In total, there were 4,258.779 km of railways in Galicia, including 668.509 km of double-track railways. The balance value of state railways was 629,576,769 Kr, the balance value of private railways was 107,544,190 Kr, which was almost 737,121 thousand Kr in total (Skwarczyński, 1926). The density of railways was 5.448 km/100 km<sup>2</sup> and 5.295 km/10,000 people.

In 1918, 18,110 permanent employees worked on the railways, including 1,961 engineering workers, 3,928 technical workers, and 12,221 service workers (Table 6).

Table 6

**Number of employees of Galician railways**

State Railway Directorate	Engineering workers	Technical workers	Railway service workers
Kraków	658	1,378	3,991
Lviv	811	1,617	5,568
Stanisław	492	933	2,662
Total:	1,961	3,928	12,221

**Eastern Galician local railway (Polish: *Wschodniogalicyskie Koleje Lokalne*; German: *Ostgalizische Localbahnen*, *OGLB*)** (Szuro, 1997, pp. 131–139) was built in Eastern Galicia in 1896 – 1898. The railway had a total length of 339.4 km and consisted of eight separate lines: Ternopil – Kopychyntsi (opening date – November 25, 1896; length – 71.77 km); Pidwysokie – Berezovytsia-Ostriv (January 25, 1897; 72.28 km); Halych – Pidwysokie (June 1, 1897; 29.27 km); Khodoriv – Pidwysokie (November 29, 1897; 42.25); Bila Chortkivska – Zalishchyky (November 15, 1898; 51.23 km); Vyhnanka – Teresin – Skala (November 15, 1898; 42.58 km); Teresin – Borshchiv (November 15, 1898; 6.23 km); Borshchiv – Ivanove Puste (December 1, 1898; 23.73 km).

10 locomotives, 41 passenger and 172 freight cars operated on the railway. Before World War I, 12 locomotives were added to the rolling stock.

In 1898, 163 thousand passengers were transported by the railway. By 1913, their number had increased to almost 0.5 million (497 thousand) people. Passengers mostly used Class III cars (81–94%).

In 1898, all eight railway lines transported only 80,600 tons of freight. By 1913, their number had increased 4.5 times (to 270,000 tons). The maximum was reached in 1905, when 312 thousand tons of goods were transported.

In the last decade of the 19th century, the Diet of Galicia and Lodomeria adopted a resolution on the construction of local railways. It also established the Railway Bureau for realization of this project. The Railway Bureau had contributed to construction of 318 km of local railway lines in Galicia by 1900: Borki Wielkie – Hrymailiv (36 km); Łupków – Cisna (narrow-gauge line, 25 km); Trzebinia – Skawce (1899, 69 km); Chabówka – Zakopane (1899, 43 km); Deliatyn – Kolomyia – Stefanivka (1899, 121 km); Jaworzno – Pila (1900, 24 km).

**Local railway line Borki Wielkie – Hrymailiv (Polish: *Kolej Lokalna Borki Wielkie-Grzymalów*)**. The construction of the line began in 1895. On August 12, 1897, a 33,025 km long local line connecting Borki Wielkie and Hrymailiv through Skalat was officially opened with the participation of the Minister for Railways, General Guttenberg (Tomin et al., 2011). Three steam locomotives, namely KkStB 97, 106–107, and 254, operated on the line. The line was owned by the “Joint Stock Company of Local Railways”. In the spring of 1916, during the preparation of the Brusilov offensive, the railway track was completely dismantled by the Russian troops, its rails and ties were used for construction of the Shepetivka – Zbarazh railway line, which was of extremely strategic importance.

The railway line was restored in 1926. On January 1, 1933, it was purchased by the Polish government and transferred to state ownership (Ustawa, 1932).

**Local (narrow-gauge) railway line Łupków – Cisna (Polish: Kolej Lokalna Łupków-Cisna)** (Kurowska-Ciechańska J., Ciechański A., 2008, pp. 250–254). The construction of the line began in the 1890s. The project was designed by an engineer Albin Zazula. The line was put into operation on January 22, 1898 (according to other sources – in 1895). The line was built to be used for exporting wood from the valley of the Solinka River. The 760 mm wide track had a length of 24.124 km. Italian masons were invited to build bridges, culverts, viaducts, and walls. After the line had been put into operation, powerful sawmills and other processing factories appeared in the valley of the Solinka River. In 1900 – 1904, the line was extended to Beskid and Kalnytsia.

During World War I, the narrow-gauge line was badly damaged as a result of active hostilities: bridges, junctions and roadside structures were blown up. The reconstruction began in 1916. In 1918, the line was transferred to state ownership.

**Local line Kraków – Koćmierzów (Polish: Kolej Lokalna Kraków-Koćmierzów).** The town northeast of Kraków became famous after the railway line was built there at the end of the 19th century. The route started from the main Kraków railway station, located on the C. K. Privileged North Railway of the Emperor Ferdinand. It was put into operation on February 14, 1898. At that time, the line was 18.91 km long. In 1917, it was reconstructed into a narrow-gauge railway line and used to connect Kraków with the industrial suburbs, Powiśle and the valley of the Nida River (Dzieje kolei Kocmyrzowskiej, 2022).

**Local line Siersza – Trzebinia – Skawce (Polish: Kolej Lokalna Siersza – Trzebinia – Skawce).** There are significant disagreements regarding the date of construction of this line, as it consisted of two sections: Siersza – Trzebinia and Trzebinia – Skawce. The construction of the above-mentioned sections was held within 12 years.

It is known about the first section that its construction began in 1887, and the section itself was put into operation in 1889 (Koleje losu kolei w Sierszy, 2022). This is possible, because the section was intended for exporting coal from the mine “Artur” (opened in 1884) to Trzebinia, which was located on the C. K. Privileged North Railway of the Emperor Ferdinand. In our opinion, the concession of May 10, 1899, given for the construction of the Siersza – Trzebinia section, could relate to the development of an already existing line.

On August 15, 1899, the Trzebinia – Skawce section was put into operation. The section was built at the expense of the joint stock company “Kolej Lokalną Siersza Wodna – Trzebinia – Skawce”. Juliusz Sigler, administrator of the Potocki family’s estates in Tenczyn, received a concession for its construction and operation.

Considering the great importance of the line, the powiat of Khraniv repeatedly raised the issue of its transfer to state ownership, since, in addition to exporting coal, it provided transportation of passengers.

**Local line Deliatyn – Kolomyia – Stefanivka (Polish: Kolej Lokalna Delatyn-Kolomyja-Stefanówka; German: Localbahn Delatyn-Kolomyja-Stefanówka, LDKS)** (Klapchuk & Klapchuk, 2007). The study of the route for construction of the line began in 1893 (“Halychanyń”, 02.06.1893). In 1894, a construction project for this line was developed (“Halychanyń”, March 18, 1894; August 14, 1894; January 15, 1895). At the end of the year, the regional department of the Diet of Galicia and Lodomeria submitted the project to the Ministry in Vienna. It was suggested that construction of 28.9 km of road would cost 850,000 zł. The project was considered by the Ministry, and submitted for approval to the Imperial Council (“Halychanyń”, November 16, 1894). After that, the project was submitted to the Austrian Emperor, and he approved the railway line construction in January of 1896 (“Halychanyń”, January 14, 1896).

In May of 1896, the Ministry for Railways allowed to begin preliminary technical works on the Deliatyn – Kolomyia line (“Halychanyń”, on May 18, 1896). In the summer of 1896, the main construction began (“Halychanyń”, on August 08, 1896). Apparently, it stopped for some reason, because a lot of workers gathered in Deliatyn due to unemployment in 1898 (“Halychanyń”, May 28, 1898). This message caused to continue the construction. In July of 1898, the regional governor Badeni personally came to monitor the progress of construction works (“Halychanyń”, June 23, 1898).

The line was built in 1898 – 1899. It had a total length of 112.62 km. The ceremonial opening took place on November 18, 1899. On April 25, 1898, the Galician regional department received a concession for construction. The owner of the line became the joint stock company “Local Railway Deliatyn – Kolomyia – Stefaniwka”. At the beginning of operation, the rolling stock consisted of 6 locomotives, 14 passenger cars and 46 freight cars. In 1910, there were 72 freight cars.

In 1900, the line transported 82 thousand passengers. In 1901, this number increased to 189 thousand people. On the eve of World War I, 230 thousand people were transported by the line. There were passenger cars of four classes of comfort, but the largest number of passengers (86–96%) used Class III cars, which was also common for other Galician railways. 2–4% of passengers used military tariffs. At the turn of the century, 24,300 tons of goods were transported by the line. On the eve of World War I, their amount grew five times and reached 130,000 tons (Szuro, 1997, pp. 171–176).

In 1904–1905, the following trains operated from Kolomyia and Zaliŝchyky to Deliatyn (Tovarysh, 1905, pp. 83–85): from Kolomyia–18-42, to Kolomyia–6-06; from Zaliŝchyky–11-10, to Zaliŝchyky – 16-01.

***Local line Chabówka – Zakopane (Polish: Kolej Lokalna Chabówka – Zakopane).*** The line was put into operation on October 25, 1899. In 1900, an inspection of the route showed a fairly good condition of the track. During the inspection, no significant violations of construction standards were found, except for a few turns near the Nowy Targ station (with a radius of 225 and 130 m instead of the norm of 250 m).

In total, 5 large bridges were built on the railway: across the river of Czarny Dunajec near Nowy Targ (picket 21.4 km, length 70.0 m); across the river of Biały Dunajec (picket 35.6 km, length 55.0 m); across the river of Poronets (picket 38.2 km, length 38.0 m); across the river of Lebidnytsia (picket 30 km, length 30.0 m); across the river of Raba (picket 1.4 km, length 25.0 m). All bridges had an iron structure. They were made and installed by the Vitkovits manufactory, with the exception of the bridge across the river of Poronets, which was made by the Cieszyn manufactory. The Vitkovits manufactory made and installed 23 more small bridges with a length of 2 to 12 m. In addition, there were more than 100 culverts and 148 crossings on the route.

8 stations were built on the line (except for Chabówka, which was built earlier): Raba (picket 5.5 km); Syniava (picket 12.7 km); Lisok (stop, picket 15.2 km); Nowy Targ (picket 22.5 km); Szaflary (picket 26.5 km); Biały Dunajec (picket 34.0 km); Poronin (picket 37.5 km); Zakopane (picket 43.5 km) (Szuro, 1997, pp. 171–176).

At the same time, the construction of the line Kruleviany – Sucha Góra was completed. The connection had several options with the same length of 20 km: 1) from Nowy Targ through Czarny Dunajets; 2) from Zakopane through Kostelysk, Vitiv and Khokholiv.

***Local line Pila – Jaworzno*** with a length of 25.831 km was built within a year and put into operation on October 27, 1900.

***Local line Lviv–Belzec (Tomaszów) (Polish: Kolej Lokalna Lwów–Belzec (Tomaszów).***

The first attempts to get a concession were made in 1869. Only on January 8, 1886, the concession was given. On May 15, 1886, the concession terms on the route Lviv – Zhovkva – Rava-Ruska – Belzec – Tomaszów were agreed with the Lviv – Chernivtsi – Iași Railway. The contract for construction was signed on June 23, 1886 (Reichsgesetzblatt, 1886, p. 90). The 88.42 km long track was put into operation on October 23, 1887. 12 stations and 3 stops were built on the line.

On July 1, 1889, the line was transferred to ownership of the Austrian State Railways (kkStB). The section to Zovkva was leased on January 1, 1909. After the end of World War I, it was transferred to the newly created Polish State Railways (PKP). On February 4, 1932, the company was nationalized (Eisenbahn Lemberg, 2022).

***Local line Lviv (Klepariv) – Yavoriv (Polish: Kolej Lokalna Lwów (Kleparów) – Jaworów).*** In 1893, a project for the construction of a standard railway line Lviv (Klepariv) – Yavoriv was designed on the initiative of the Galician Mortgage Bank in Lviv, Count Wilhelm Semensky-Levytsky and Count Roman Potocki. The concession was given on January 1, 1895. The 22.252 km route from Lviv to Yaniv was put into operation on November 25, 1895. The section Klepariv – Riasne was a part of the line Lviv – Belzec. On November 28, 1898, the line Lviv (Klepariv) – Yaniv line was extended to Yavoriv (the concession was given on December 14, 1902). The section from Yaniv to Yavoriv with a length of 31.223 km was opened on November 4, 1903. Thus, the total length of the route was 53.569 km.

On October 31, 1895, the line was transferred to ownership of the Austrian State Railways. Until January 15, 1904, it was provided to operational management. After the end of World War I, it became the property of the Polish State Railways (PKP) (Lokalbahn Lemberg – Kleparów, 2022).

***Local (narrow-gauge) line Przeworsk – Dynów (Polish: Kolej Lokalna Przeworsk – Dynów; German: Schmalspurige Localbahn Przeworsk – Dynow, SLPD).*** The construction of the narrow-gauge line Przeworsk – Dynów through the valley of the river of Mlecza was caused by the need to transport raw materials and products to Przeworsk sugar factory. The length of the track was 46.248 km; the track width was 760 (later 750) mm. The route has a 602 m long tunnel and several 10–15 m long bridges.

The construction began at the end of the 19th century, when prince Andrij Liubomyrsky launched a sugar factory in Przeworsk. The idea of construction and the preliminary project were initiated by the owners of the surrounding lands, counts Roman Scipior from Velyka Lopushka and Skshinsky from Bakhirja. The concession for construction was given in the name of prince Andrij Liubomyrsky on February 15, 1902. On September 8, 1904, the construction was completed.

In 1904, 3 locomotives, 7 passenger cars and 45 freight cars operated on the line; in 1913, there were 4 locomotives, 7 passenger cars and 65 freight cars (Szuro S., 1997, pp. 201–206). In 1913, 110,000 passengers were transported by the line. In 1905, the railway transported 45,000 people. Until 1913, there were Class II and III cars. In 1913, Class I cars were put into operation. However, 90–96% of passengers used Class III cars.

In 1905, 25,800 tons of freight was transported by the line. In 1911, the weight of freight transported by the line reached 48,900 tons.

***Local line Ternopil – Zbarazh (Polish: Kolej Lokalna Tarnopol – Zbaraz)*** with a length of 22.478 km was built within a year and put into operation on February 25, 1906.

***Local line Tarnów – Szczucin (Polish: Kolej Lokalna Tarnów – Szczucin)*** with a length of 48.571 km was built within a year and put into operation on October 15, 1906 (Linia kolejowa nr 115, 2022).

**Local line Lviv – Pidhaitsi (Polish: Kolej Lokalna Lwów – Podhajce; German: Localbahn Lemberg – Podhajce, LBLP)** (Szuro, 1997, pp. 219–224). The construction of the 141.13 km line lasted from 1905 to 1909. The first section (Lviv – Kurovychi) with a length of 35.91 km was completed on December 15, 1908. The construction of the second section (Kurovychi – Vovkiv; 34.3 km) was finished on February 25, 1909. The third section (Vovkiv – Pidhaitsi; 70.92 km) was put into operation on October 29, 1909, which was the official opening date of the railway. However, some sources give the total length of the line as 131.1 km (Kolej lokalna Lwów – Podhajce, 2022).

The concession for construction was given to prince Roman Potocki, prof. Adam Chyzhevych and Adam Treter on August 19, 1905. The owner of the track was the joint stock company “Local Railway Lviv – Pidhaitsi”. The State Treasury gave the concessionaires guarantees for 4% of annual line income from the invested capital (in 1909, the amount of that capital was 18.1 million Kr).

From 1908 to 1914, 11 locomotives, 10 passenger cars (in 1909 and 1912, there were 19 and 28 passenger cars, respectively) and 28 freight cars operated on the line. In 1909, 138,000 passengers were transported by the line. That number gradually increased and reached 435,000 people in 1913. 0.07–0.13% of passengers (770 people a year on average) used Class I cars, 6.8–9.8% of passengers used Class II cars, 87–89% of passengers used Class III cars. In addition, 2.6–5.0% of passengers used military tariffs. Class IV cars were hardly ever used on the line.

In 1909, 27,900 tons of freight was transported by the line. Their number grew every year: 66,000 tons in 1910; 100,000 tons in 1911; 112,000 tons in 1912.

**Local line Lviv – Stoyaniv (Polish: Kolej Lokalna Lwów – Stojanów)** with a length of 86,995 km was built within a year and put into operation on October 18, 1909.

**Local line Muszyna – Krynica (Polish: Kolej Lokalna Muszyna – Krynica).** The railway with a length of 10,026 km was built within a year and put into operation on May 25, 1911. It was built for transporting vacationers from the existing station in Muszyna (on the line Orłow – Nowy Sącz) to the Krynica resort.

In 1939, 13 pairs of trains operated on the line. Four of that trains were express trains to Lviv, Kraków and Warsaw (Linia kolejowa nr 105 Muszyna – Krynica, 2022).

**Local line Drohobych – Truskavets (Polish: Kolej Lokalna Drohobycz – Truskawiec).** The 12.048 km long line was built within a year and put into operation on June 1, 1912. The cost of construction was 1.3 million Kr.

In the newspaper “Kuryer Drohobycki” (Kuryer Drohobycki, 1896, p. 1), the following reports periodically appeared: “Getting to Truskavets is easy and convenient. Drohobych is the nearest railway station, which is 11 kilometers away from Truskavets. Drohobych is connected by a railway network with all the towns of Galicia, so that you can easily get to the resort from all directions. Now, at the guests’ request, the resort sends a carriage at a price of 3 Fl to each train at Drohobych station. In addition, there are numerous carriages and coaches, bringing guests to their destination at a stipulated price ...”. The residents of Drohobych themselves rarely travelled to Truskavets, as the station was far from the town centre.

**Kolomyia local railway (Polish: Kolomyjskie Koleje Lokalne).** The construction of the railway was initiated by doctor of law Karl Malyj from Lviv, general inspector of the Lviv – Chernivtsi – Iași Railway Liudovyk Verbytsky, and industrialist Stanislav Prus Ritter von Szczebanovsky in 1883. The concession for construction was given on December 15, 1885 (Reichsgesetzblatt, 1886, p. 71). The charter was approved on April 20, 1887. Thus, on May

18, 1887, the company “Kolomyia Local Railway” was established with its headquarters in Kolomyia.

The railway consisted of the following lines: Kolomyia – Słoboda Rugurska (25.612 km + 7.132 km to the mine) with the sections Kolomyia – Pechenizhyn (opened on October 1, 1886); Pechenizhyn – Słoboda Rungurska – mine (opened on December 1, 1886); suburb of Nadvirna – Shchepanivtsi (Kniazhdvir) (opened on October 1, 1886).

The railway provided transportation of oil to the refineries in Kolomyia and Nyzhnij Verbizh, and was nationalized on July 1, 1889. The project to extend the line to Yabluniv failed to be implemented due to financial problems and unprofitability of oil production there. During World War I, the Kniazhdvir section was destroyed and remained unrestored after the end of hostilities. The rest of the railway was privately owned from 1918 to January 1, 1939, and after then it was nationalized (Kolomeaer Lokalbahnen, 2022).

**Bukovyna local railway (Polish: Bukowińska Kolej Lokalna; German: Bukowinaer Lokalbahnen – BLB).** The railway belonged to the joint stock company “Bukovyna Local Railway”, which was established during June 5 – July 2, 1883, and approved on July 15, 1883 in the name of the concessionaires Alexander Baron von Petrinho, Heinrich Popper, Baron Nikolaus von Mustatz, Stefan Stefanowicz, and Dr. Johann Zott. The “de facto” founding date was June 12, 1886.

The Chernivtsi – Novoselytsia line was transferred to the above-mentioned joint stock company. It was legally formalized by local authorities with the law of May 25, 1880 and December 26, 1882. The railway line was opened on July 12, 1884. It reached the border with Russia in Novoselytsia and was connected with the line Novoselytsia – Larga – Ocnița – Bălți (Ziffer, 1908).

The company owned the following lines:

- Chernivtsi – Novoselytsia (opening date – July 12, 1884; length – 30.831 km; on January 1, 1894, the line was transferred to state ownership);
- Hlyboka – Berehomet-upon-Siret with the branch Karapchiv – Chudyn (November 30, 1886; 52.924 km; branch length – 18.710 km);
- Berehomet-upon-Siret – Mezhybrody – Lopushna (November 15, 1909; 14.621 km);
- Hatna – Dorna Vatra with the following sections: Hatna – Câmpulung (May 1, 1888; 66.866 km); Câmpulung – Valeputna (January 9, 1901; 18.984 km); Valeputna – Iacobeni – Dorna Vatra (October 29, 1902; 22.971 km);
- Pojorâta – Luisenthal / Fundu Moldovei connecting section (August 25, 1906; 6.246 km);
- Hadikfalva – Rădăuți (November 17, 1889; 8.140 km; on July 1, 1898 transferred to ownership of the joint stock company “New Bukovyna Railways”);
- Vama – Rușii Moldovița connecting section (August 15, 1889; 20.059 km);
- Chudyn – Koschuya narrow-gauge railway line (October 15, 1908; 22.554 km).

The Câmpulung – Dorna Vatra line was given to concession on October 23, 1899. The Chudyn – Koschuya railway line was given to concession on January 18, 1907, and later on January 16, 1911 (Reichsgesetzblatt, 1911, p. 84).

The Lviv – Chernivtsi – Iași Railway was transferred to ownership of the Austrian State Railways due to its unprofitability on July 1, 1889.

The Bukovyna local railway existed until the end of World War I. After that, it was liquidated and became a part of the Romanian Railways (German: Rumänische Staatseisenbahngesellschaft). The rolling stock of the railway included: 25 steam locomotives, 11 passenger cars, 107 freight cars, three work cars, 12 tractors.

**Local line Chernivtsi – Suceava (89 km).** The line covered the route Chernivtsi – Hlyboka-Bukovynska – Ițcani – border with Austria-Hungary (to Roman).

On September 1, 1866, Chernivtsi was connected with Lviv. Therefore, it was necessary to build local railways. On May 15, 1867, a consortium was formed to build a railway section to Suceava and extend it to the Austrian-Romanian border (Reichsgesetzblatt, 1867, p. 179).

The concession suggested the completion of construction works by the end of 1869. One of the reasons for such a fast start of the construction was the intention to allow transportation of passengers, raw materials, agricultural and forestry products from the periphery of the region. Despite the unfavorable conditions of the area, it was planned to open the section on October 28, 1869 (Prochaska, 1898, pp. 34–37). The section was put into operation on December 15, 1869, and the government of Romania decided to connect it with the railways of other countries by means of using the section Suceava – Roman. The Austro-Romanian border was to the south from the station Ițcani (Bukowinaer Lokalbahnen, 2022).

Despite the importance of the route, the project could not be realized due to difficult economic conditions in Bukovyna and in the north of Moldova. During the period of 1872–1875, the railway line was administered by the Austrian government through regional railway branches. During the period of 1889–1894, it was administered by the state (Röll, 1915, pp. 96–97).

**Local line Hlyboka – Berehomet (53 km).** The railway line and its section Karapchiv – Chudyn were opened on November 30, 1886. On July 1, 1889, the Lviv – Chernivtsi – Iași Railway transferred them to the Austrian State Railways.

On November 15, 1909, the line was connected with the section Siret – Mezhybrody – Lopushna (14.621 km). The line's part to Mezhybrody existed since 1886 and was 9.2 km long. In 1913, passenger transportation was stopped due to its unprofitability. In 1916, the line was partially captured by Russian military troops. After World War I, the line was transferred to the Romanian State Railways (Căile Ferate Române).

The consortium "**New Bukovyna Railways**" (*Neue Bukowinaer Lokalbahn-Gesellschaft – NBLG*) was "de jure" established on September 25, 1895. Its "de facto" establishment was in 1897. The railway included standard and narrow-gauge lines (Konzessionsurkunde, 1895, p. 603).

The company owned the following lines: Hlyboka – Siret (opening date – on January 1, 1897; length – 18.265 km); Ițcani – Suceava (on January 1, 1897; 4.851 km); Rădăuți – Brodina (July 7, 1898; 41.371 km); the Karlsberg – Putna connecting section (5.456 km); Napolokivtsi – Vyzhnytsia (on July 7, 1898; 43.914 km); Luzhany – Zalishchyky (on July 12, 1898; 43.541 km; connected with the section Zalishchyka – Chortkiv in Zalishchyky); Hadikfalva – Rădăuți (on July 1, 1898; 8.140 km; purchased by the state on November 17, 1889); Vereshchanka – Okna (23.246 km) with the following sections: Vereshchanka – Iurcouți (on October 17, 1909); Iurcouți – Okna (on January 1, 1910); Siret – Sinouți – state border (on June 27, 1911; 5.735 km); the Brodina – Seliatyn narrow-gauge line (20.951 km) with the following sections: Brodina – Sipitul (on August 10, 1912); Sipitul – Seliatyn (on October 26, 1913).

The first five routes were given to concession in 1883, the Vereshchanka – Okna line was given to concession on February 19, 1907, and January 9, 1909 (Konzessionsurkunde, 1907b, p. 372). They were transferred to the Austrian State Railways due to their bankruptcy. After World War I, the line was transferred to the Romanian State Railways.

**Local line Chudyn – Koschuya** with a gauge width of 760 mm was the only narrow-gauge railway line in Bukovyna.

The forest owners Oleksandr Ritter von Goyan and August Ritter von Goraysky initiated a project on the construction of a narrow-gauge railway to exploit forest resources in the vicinity of Hulcze and Koschuya. The railway should be connected with the local standard line Hlyboka – Berehomet – Siret in Chudyn. The concession for construction of the line was received on January 18, 1907. On October 15, 1908, the line was opened (Konzessionsurkunde, 1907a, p. 113).



In the following years, the need for passenger transportation increased. On January 16, 1911, the license was extended (Konzessionsurkunde, 1911, p. 84). After World War I, the railway was transferred to the Romanian State Railways (Lokalbahn Czudin – Koszczuja, 2022). During the period under study, the railway used 40 steam locomotives (Steam locomotives of the Bukovyna local railway, 2022).

**The Conclusions.** The construction of local railways became possible with the assistance of enterprises that built the first main railway arteries in Galicia. At the end of 1890, there were 41 km of such access lines in Galicia, including: 13.3 km on the C. K. Privileged North Railway of the Emperor Ferdinand; 6.5 km on state railways; the 23.8 km long line Tlumach – Palahychi; 3.9 km along private railways.

By the end of 1890, there were 892.5 km of local railways. Railways were built at the expense of local budgets or private investments under the guarantee of the Diet of Galicia and Lodomeria. During the period of 1896 – 1912, 940.835 km of railways were built with a total cost of 95 million Kr.

At the beginning of the 20th century, more than 37.3 thousand trains operated on 15 private local railway lines with a total length of 811 km. In 1902, they transported almost 1,750 thousand passengers and over 138,000 tons of freight. In Bukovyna, at the beginning of the 20th century, there were 16 railway lines with a total length of over 520 km.

In terms of the length of local railways, Galicia ranked second among the 14 crown regions of Austria, although in terms of density per 100,000 people, it was only in 12th place. There was one kilometer of railway track per 7,054 people.

Local railways built in Eastern Galicia during 1896 – 1898 had a total length of 339.4 km. They consisted of eight separate lines: Ternopil – Kopychyntsi; Pidwysokie – Berezovytsia-Ostriv; Halych – Pidwysokie; Khodoriv – Pidwysokie; Bila Chortkivska – Zalishchyky; Vyhnanka – Teresin – Skala; Teresin – Borschiv; Borshchiv – Ivanove Puste. During the period of 1898, 163 thousand passengers were transported by the railway. By 1913, their number had increased to almost 0.5 million people. In 1898, all eight railway lines transported only 80,600 tons of freight. By 1913, their number had increased 4.5 times. The maximum was reached in 1905, when 312 thousand tons of goods were transported.

During the period under study, the following local lines were put into operation: Borki Wielkie – Hrymailiv; Łupków – Cisna; Kraków – Koćmierzów; Siersza – Trzebinia – Skawce; Deliatyn – Kolomyia – Stefanivka; Chabówka – Zakopane; Pila – Jaworzno; Lviv – Belzec (Tomaszów); Lviv (Klepariv) – Yavoriv; Przeworsk – Dynów; Ternopil – Zbarazh; Tarnów – Szczucin; Lviv – Pidhaisi; Lviv – Stoyaniv; Muszyna – Krynica; Drohobych – Truskavets.

The Kolomyia local railway consisted of the following lines: Kolomyia – Słoboda Rungurska with the sections: Kolomyia – Pechenizhyn; Pechenizhyn – Słoboda Rungurska – mine; the suburb of Nadvirna – Shchepanivtsi (Kniazhdvir). On July 1, 1889, it was nationalized. During World War I, the Kniazhdvir section was destroyed and remained unrestored. The rest of the railway was privately owned from 1918 to January 1, 1939, and after then it was nationalized.

The Bukovyna local railway, which belonged to the joint stock company “Bukovina Local Railway”, included the following lines: Chernivtsi – Novoselytsia; Hlyboka – Berehomet-upon-Siret with the branch Karapchiv – Chudyn; Berehomet-upon-Siret – Mezhybrody – Lopushna; Hatna – Dorna Vatra with the sections: Hatna – Câmpulung; Câmpulung – Valeputna; Valeputna – Iacobeni – Dorna Vatra; the connecting section Pojorâta – Luisenthal / Fundu Moldovei; Hadikfalva – Rădăuți; Vereshchanka – Rușii Moldovița; Chudyn – Koschuya.

The consortium “New Bukovyna Railways” was created “de jure” on September 25, 1895, “de facto” in 1897. It included standard and narrow-gauge railway lines: Hlyboka –

Siret; Ițcani – Suceava; Rădăuți – Brodina; Karlsberg – Putna; Napolokivtsi – Vyzhnytsia; Luzhany – Zalishchyky (connected with the Zalishchyky – Chortkiv section in Zalishchyky); Hadikfalva – Rădăuți; Vereshchanka – Okna; Siret – Sinouți – state border; Brodina – Seliatyn (with the sections Brodina – Sipitul and Sipitul – Seliatyn).

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